

so far as the United States was concerned.

Administration officials declined to-day to comment on the communication, saying that it spoke for itself. Nor would they indicate the considerations which caused its dispatch somewhat unexpectedly at a late hour last night. It was stated, however, that action was taken without any communication having been received from the Allied Supreme Council at London.

The State Department has been kept informed as to events in the Supreme Council and it had become evident that the German proposals were unacceptable as a basis for discussion. That view had been taken by France and Belgium from the first.

The United States apparently has not yet given up hope that a final settlement will be reached by discussion, thus allowing corrective economic action in the view here, would be likely to be attended by economic confusion. Officials will not say, however, whether the United States will consent to sound out the Allied Governments with regard to further German proposals.

It developed to-day that the copy of the American reply to Germany as given out at the State Department last night contained a phrase which had been deleted from the original as sent to Germany. As the note was despatched to Berlin, the second sentence read:

"In reply to the German memorandum, this Government states that it finds itself unable to reach the conclusion that the proposed offer of proposals for discussion acceptable to the Allied Governments." In this copy made public there was added to this sentence the phrase: "And that these proposals cannot be entertained."

The copy subsequently was corrected and Under Secretary Fletcher called at the White House to-day to assure the President that the phrase quoted above had not been included in the communication as despatched. It was explained that the phrase was a repetition in sense of what the note said otherwise and consequently was deleted as unnecessary.

In sending the reply last night, Secretary Hughes apparently acted somewhat unexpectedly. President Harding was at the theatre during the evening and Under Secretary Fletcher called there to see him just before 11 o'clock. Later he visited the White House and presumably laid the draft before the President. It was approved and immediately after a repetition in sense of what the note said otherwise and consequently was deleted as unnecessary.

## SIMONS EXPECTED NOW TO RESIGN

Hughes's Refusal to Transmit Offer Likely to Force Out German Foreign Minister.

BERLIN, May 3 (Associated Press).—The note of Secretary of State Hughes to the German Government, replying to the German counter-proposals on reparations, was delivered to Dr. Simons, the Foreign Minister, at 11 o'clock this morning by Loring Dressed, the American Commissioner here.

Belief was expressed in political quarters here to-day that the refusal of the United States to deliver the German counter-proposals on reparations to the Entente would necessitate the resignation of Chancellor Fehrenbach and Foreign Minister Simons.

## TOOK WIFE TO SHOW AND HIS SHIP WAS CAUGHT IN A GALE

Skipper of Runa's Twelve-Hour Delay Cost His Employers Over \$35,000.

Because the skipper of the good ship Runa remained twelve hours in port in order to take his wife to a theatre the charter owners now find that they are liable to damages of \$35,301.96.

It came out when the Red Cross Line asked the Supreme Court for an order directing the Atlantic Fruit Company to submit to arbitration its demand for the above damages.

The Red Cross Line secured from the Atlantic Fruit Co., charter owners of the Norwegian steamship Runa, a lease of the vessel at \$25,000 a month. The lease was put through Nov. 29, 1919. On Dec. 6 that year, the Runa was ready to clear from New York to St. John, N. B.

The captain, it was alleged, was ordered to make all speed on Dec. 9 for the Canadian port. He refused, according to the papers, and remained overnight, leaving the next day, Dec. 7. His delay, the papers state, was caused by taking his wife to a theatre.

When the Runa was sixty miles from St. John, a gale blew up and the Captain put about in order to save his vessel from sinking. He landed at the Azores. The Runa remained there between two and three weeks, proceeding to St. John, where she landed, thirty-nine days after leaving New York, whereas she should have reached her destination in eight days.

The twelve hours' delay caused the Red Cross Line \$28 extra tons of coal reckoned at \$5.46 and other expenses totalling the amount now sought.

President Wants No Disarmament Conference. Washington, May 3.—President Harding, it was learned to-day, is opposed to any stipulation regarding the calling of a disarmament conference. Long and short of the Naval Appropriation Bill.

Roller Skating in Central Park. Park Commissioner Gifford announced to-day that permission has been granted for roller skating on The Mall in Central Park on Wednesday and Saturday evenings from 7 to 10 o'clock. The beginning of the season is set for Saturday, May 7. On opening night there will be a band concert and fancy roller skating by professionals.

## COLLINS SWITCHED HIS VOTE ON WATER METER QUESTION

Tells Mr. Undermyer There Was a Bad Odor to the Badger Proposition.

### RESENTED QUESTIONING

Asks Lockwood Counsel Not to Put Queries That Are Tricky and Is Snubbed.

Bitterness and anger were displayed during the inquiry of Samuel Undermyer, counsel for the Lockwood Manufacturers' Exchange, into the refusal of the Board of Aldermen to permit the Badger water meter to be used in New York City in competition with the eight higher priced meters of the Meter Manufacturers' Exchange—an "open price" combination of manufacturers which is to be dissolved or materially modified because of the Lockwood Committee revelations.

Alderman William T. Collins, Tammany leader on the floor, and Vice Chairman of the Board William P. Kenneally, who is also a member of the Brindell Building Trades Council, were both before the committee under subpoena.

KENNEALLY REFUSES TO WAIVE IMMUNITY. Alderman Kenneally declined to sign a waiver of immunity when it was offered to him by Mr. Undermyer. He was excused without a question by Mr. Undermyer.

"I am not willing to sign anything," said the Alderman, "but I'm here to give you any information you want."

"We want nothing," said Mr. Undermyer unless you are willing to sign a waiver."

"I have nothing to fear," said Mr. Kenneally, solemn, gray and clerical looking.

"Then why not sign?" asked Mr. Undermyer.

Mr. Kenneally shook his head. "Come back any time," said Mr. Undermyer, "if you change your mind."

Alderman Allyn denied he was "a Jew baiter," as Alderman Collins charged in the morning. Alderman Ferrand, the Republican leader, refused to sign a waiver and was excused.

Deputy Attorney General Samuel Berger, senior assistant to Mr. Undermyer in charge of criminal prosecutions growing out of the Lockwood Committee, took a front seat at the afternoon session.

W. S. Cetti, agent for the Badger Company, swore a man named John S. Skelly, a plumber, told him the Badger meter would not be allowed in New York until the "wheels were greased." He asked Skelly who sent him and Skelly refused to tell him.

"I ordered Skelly out, telling him I didn't thank him for coming to me with such a dirty proposition," said Mr. Cetti.

Skelly told him later another meter company had paid \$15,000 to get into New York and it was understood that Cetti had a lot of money to buy approval but was "holding out."

John S. Skelly, after waiving immunity was sworn in by Alderman Ferrand.

Senator Lockwood announced Mr. Ferrand had changed his mind and would waive immunity and testify.

Mr. Skelly said he didn't know Alderman Kenneally, though Mr. Kenneally is also a plumber.

Alderman Collins was called, after a number of other witnesses had described the repeated appearance on the Badger application before the board and its committee.

Mr. Collins denied ever promising to make a "favorable report" to the General Welfare Committee.

"There was a bad odor about that meter business," said Mr. Collins.

Q. What made the odor? A. Alderman Ferrand asked Mr. Cetti at the hearing if he had been approached by any Alderman, meaning for a bribe.

Mr. Cetti said no. But that was enough for me. "There's a stench about this thing," I said to myself. "Out before the board with it—quick!"

Q. Did you mean to vote for it? A. I did.

Q. And you voted against it when it came up? A. I did.

Mr. Collins said to Mr. Undermyer at one point: "Don't ask me any tricky questions!" "Don't make insolent replies to me!" shouted Mr. Undermyer.

Mr. Collins withdrew his reply, but without marked enthusiasm.

COLLINS SAYS HE HAS NOTHING TO FEAR.

Alderman Collins said the practice of having committee reports signed in blank "is common in this Board of Aldermen under Maj. La Guardia."

He added that the same thing was done at Albany.

Senator Lockwood rose and made an impassioned denial that in eight years experience he had never known the like at Albany.

Q. Between the meeting of the Welfare Committee, April 8, and the board

## P. S. C. CHAIRMAN SHUTS OFF COUNSEL FOR CITY AT INQUIRY

Assistant Corporation Counsel Donnelly Not Allowed to Interrupt Commissioner.

The quality of gas and gas oil occupied the attention of the new Public Service Commission to-day. Commissioner Semple presided and at the outset said he was anxious to procure one important exhibit: a record of the gas oil contract made by C. M. Higgins for the Standard Oil Company with local dealers.

While Commissioner Semple was making the foregoing statement in rushed Assistant Corporation Counsel James A. Donnelly, who started to say: "Your Honor, I came here—"

"Please sit down!" snapped Commissioner Semple.

"But, your Honor," continued Donnelly, "I just want—"

"Please sit down, I'm making a statement."

"But, your Honor, I represent the Corporation Counsel."

"Yes, but I am conducting this inquiry—not the Corporation Counsel."

Commissioner Semple continued to say that he was anxious to get the inquiry under way from where the former Commissioner left off, and when he finished Mr. Donnelly said the City of New York was a party in the case, to which Commissioner Semple retorted: "You are not a party to anything. This is an inquiry by the Commission and we welcome all the assistance we can get."

Q. Where are those minutes? A. I think I gave them to Mr. Collins.

Q. Where are your original hand notes? A. I have been looking for them since yesterday.

Alderman Collins called me up and asked me to look for them.

Mr. Anna C. Donner, stenographer to Alderman Committees, said she took minutes of the hearing. She thought Alderman Collins told her to take notes of the Badger hearing.

Q. Where are those minutes? A. I think I gave them to Mr. Collins.

Q. Where are your original hand notes? A. I have been looking for them since yesterday.

Alderman Collins called me up and asked me to look for them.

Alderman Abraham Beckerman, Socialist, told of the protest he made at the Aldermen's meeting April 13 against the form of the report. He said he told the board he did not want any tampering with records regarding his actions. He called the report a forgery and said "that sort of thing was going too far."

He said he never authorized the use of the pasted substitute for the printed recommendation over his signature.

Alderman Edward S. Boatwick, Republican, had a recollection of the committee hearing like that of Alderman Beckerman. He added that at the conclusion of the Welfare Committee hearing Alderman Collins said to Sales Agent Cetti, "I think you are on the level and the meter is all right. I'm for it and I'll vote to recommend it."

Alderman Boatwick said he followed Alderman Collins on the floor of the Board of Aldermen with a protest against the changed committee record.

Clementine Hamill asked if Alderman Allyn, Republican, of Brooklyn, did not make a partisan speech which aroused the unanimous antagonism to the Badger meter.

Alderman Boatwick said he did not think Mr. Allyn's speech made any change in sentiment.

Charles C. Worden, a reporter for the Brooklyn Standard Union said he attended the meeting of the General Welfare Committee on the Badger meter. He said an Alderman called Mr. Cetti if he had been "approached" by anybody and Mr. Cetti said no one had solicited him. Then, said the witness, Chairman Collins said: "That's good enough for me. I think this is on the level. We'll vote to recommend it and we'll keep you out any longer."

Q. Did anybody tell you orders had been issued to let the permit to the Badger Company? A. A Democratic member of the Board told me.

Assemblyman Leininger asked how the witness knew the Democratic members all voted against the Badger meter.

Did you canvass the vote? Mr. Leininger asked.

"No, but they usually obey orders," snapped Mr. Worden.

"Come up to Albany," cried Senator Donagan, "and see the Republicans obey orders."

The Governor Has Two Strange Callers.

ALBANY, May 3.—Gov. Miller to-day had two unexpected callers at the Executive Chamber. Although he did not meet them personally he knew, as soon as he entered the big room, they had been there for several days of their visit was strewn about the south end of the room.

Two of the many pigeons which make up the Governor's collection, flew into the big room to-day and becoming frightened dashed into one of the chandeliers, knocking off and splintering two large glass globes. Before doing any more damage they were driven out.

Pope May Issue a Bull on Spiritualism.

ROME, May 3.—The Pope was asked to-day to issue a bull on the subject of spiritualism and the occult sciences. Commenting on the spread of strange beliefs among the congregation of the holy rite, or inquisition, requested that the Pope differentiate between scientific practices and those based on superstition.

## Woman Still Retains Her Office At Yearly Rent Fixed by Herself

Satisfied That "Spiritual Power" and Her Bible Have Prevented Her Eviction.



MRS. LELIA M. TINSLEY

Mrs. Lelia M. Tinsley continued to sit to-day in her office on the fifteenth floor of Aeolian Hall reading her Bible, satisfied that the "spiritual power" behind her would prevent Ellen & Jeffery, rental agents of the building, and the Aeolian Company from evicting her because she reduced her own rent from \$2,000 to \$1,200 a year.

Mrs. Tinsley received notice last Saturday that she must vacate the office by noon yesterday, but she refused on spiritual grounds and defied the landlords to evict her. So far she has received no dispossession warrant.

The agents have turned the case over to Martin B. Paris, their attorney, of No. 141 Broadway. He is out of town.

Harvey, sailing for London, lauds his predecessor.

New Ambassador Repeated He Is Neither a Sycophant Nor a Swashbuckler.

The Cunard liner Aquitania with all her spacious quarters packed with passengers sailed to-day for Southampton. The passenger list contained the name of many people prominent in this country and in Europe, but the passenger who attracted the most attention was Col. George Harvey, Ambassador to Great Britain.

Col. Harvey was accompanied by his wife and his private secretary, Herbert E. Bowen. He talked freely with the reporters and posed for a photograph with his wife and their five-year-old granddaughter, Dorothy Marcella Thompson, daughter of Col. Marcellus Thompson.

"I have arranged," said the new Ambassador, "to take over the entire establishment left in London by former Ambassador Davis. The Morgan house, which has been accepted by the United States as the home of the Ambassador, will not be ready for about a year."

"Concerning John W. Davis I want to say just a word, though it may sound like self praise. When he was appointed I prophesied that he would make an able and successful official. I don't think there is any dispute as to the truthfulness of my prophecy."

In answer to a question relating to duties of his new post Col. Harvey said:

"There are many diplomatic questions to be settled which have accumulated during the world war."

"In this connection I want to repeat what I have said before—that the position of Ambassador offers a man a magnificent opportunity to make good. I am wholly unable to perceive why a citizen of the United States cannot successfully represent his country abroad without being either a sycophant or a swashbuckler."

In this epigram I feel that I have summed up what I hope to be as Ambassador to Great Britain."

Col. Harvey expressed himself as displeased because reporters were not allowed to attend a dinner given to him on the Aquitania last night. The dinner was presided over by Delos W. Cooke, associate American director of the Cunard Line. Patrick Francis Murphy was the toastmaster. Among the guests were Capt. G. L. Armstrong, British Consul General in New York; Melville E. Stone, Gen. John T. Thompson, Thomas Fortune Ryan, Congressman Nicholas Longworth, Atton B. Parker, Dr. Lancy Nicoll, Mr. and Mrs. Ogden Mills Reid, James W. Gerard, John Hays Hammond, Darwin P. Kingsley, Chester S. Lord, Owen W. Root, Harry J. Luce, Francis Munsey, Dr. and Mrs. Joseph Blake, Mr. and Mrs. E. H. Gary, H. H. Vreeland, Mr. and Mrs. Lawrence Gilman, J. Henry Harper and Capt. Sir James Christie, commander of the Aquitania.

Among the passengers on the Aquitania are Otto H. Hahn and his wife Hahn and their children, Gilbert and Margaret; Maxine Elliott, George Mills, Mr. and Mrs. Claude Grahame White, Mrs. F. W. Whitridge, Cecil C. Tyler and Hope Harjes of Paris.

## AUTO INDUSTRY IN MARCH SHOWS AN INCREASE OF 1-3

Woolen Mills Next With a Gain of 17 Per Cent. Over Previous Month.

EMPLOYMENT in the automobile industry, until recently becalmed in the business doldrums, picked up nearly a third in March as compared to February, Department of Labor figures to-day disclosed. The percentage increase in March as compared to February was 32.2, while the woolen mills came next with 17 per cent. increase in crews and hosiery and underwear third with 12.8 per cent.

Car building and repairing employment dropped 6.8 per cent., coal mining 5.4, and steel 4.4. Of the fourteen industries reported, eight showed increases and six decreases.

Money paid to workers went up 44.7 per cent. in automobile plants and 25.7 per cent. in woolens, while this figure went down 10.3 in steel and coal mining.

## U. S. WITH ALLIES FOR PAYMENT OF DAMAGE CLAIMS

(Continued From First Page.)

the beginning has had no doubt that the German offer was unacceptable and though there was a brief period when it was considered good policy for officials to deny they had been advised of the Allied viewpoint, a move taken to gain time in signing up the situation itself, the ambassadors of the foreign Governments never had any doubt of the ultimate step which America would take.

The new development really is the decision to return the German note unanswered and the notification to Germany to conduct her negotiations with the Allies direct. This refusal on the part of the United States to act either as an umpire or mediator or even as a messenger of communication pleases the Allies more than they dare publicly express. They do not want to read into the American action more than is apparent on the face, but it is a fact that there is more hope of Allied solidarity at the present than when Germany began her efforts to drive a wedge between the United States and her associates in the war.

Balked by the United States, the Germans must after all deal with the Allies. The viewpoint here is that the American Government's firm attitude will hasten rather than retard a settlement, for it will convince Germany that further negotiation or parrying is out of the question.

The President took a deep interest in the phraseology of the note to Germany and the communication may be said to represent a unanimous agreement inside the Cabinet. The move has another significance. It means that the United States is unwilling to discuss at this time the merits of the reparations controversy and that all expressions pertaining to the American Government in the position of taking sides are unauthorized.

The Washington Government has views of its own as to how much Germany should pay and as to the wisdom of drastic measures, but these opinions will not be volunteered at this time. This is one of the shortest on record. Since this line with the desire of the Harding Administration to keep hands off European affairs, it signifies the "irreconcilable" elements in the Senate, who, by the way, are on top these days.

It disappoints to some extent those who believed American leadership might have intervened to bring the Germans and the Allies together. The insistence of the United States, however, that physical coercion will solve the situation has been the dominant factor in the whole business. Since the British and French have not been in entire accord, the American Government was unwilling to add further fuel to the flames by siding with the British as against the French. On the other hand, the decision to give the Germans a week or more within which to frame new proposals meets with favor here because of the confidence in the United States will at last see the handwriting on the wall and bow to the inevitable.

14 BLACK HANDERS SEIZED.

Suspects Rounded Up in Raid Near Scranton, Pa.

SCRANTON, Pa., May 3.—Fourteen alleged black handers were arrested in Carbonate, near here, in a raid last night by County Detective Con Morrell and members of the State police.

The prisoners were given hearings early to-day before Alderman S. S. Jones and held for court. Authorities have been working on the case for several weeks.

Cleveland's Printing Industry Hurd Hit.

CLEVELAND, May 3.—Eight hundred pressmen, proof readers and book binders went on strike this morning when their demands for a forty-four hour week were refused. This ties up almost completely the printing industry here as the printers themselves are on strike for the forty-four hour week. Close to 2,000 of the 25,000 members of unions affiliated with the building trades council were back at work to-day, but independent contractors, according to Charles B. Smith, business agent of the council, are still out.

Two Steamers Tied Up at Portland.

PORTLAND, Maine, May 3.—Two steamers were tied up here to-day by the marine strike. The crew of the Severance, which brought a cargo of sulphur from Sabine, and of the collier Jonancy from Norfolk, refused to sign on for another trip at the reduced wages.

## FACTS TOLD IN BRIEF OF MARINE WORKERS' STRIKE

Approximate number of American ships	3,576
Privately owned	1,871
Owned by Shipping Board	1,706
Approximate number idle through lack of cargoes	1,430
Approximate number working on April 30	2,236
Approximate number of seamen at peak of business	110,000
Approximate number idle April 30	44,000
Approximate number working April 30	66,000
Approximate number of ships in New York loading	300
Approximate number of men on ships in New York loading	18,000
Number of ships due to sail yesterday	2
Number of ships sailed yesterday	2
Number of ships due to sail to-day	3
Number of ships due to sail by May 20	161

## FIRST SHIP LEAVES NEW YORK SINCE SEAMEN'S STRIKE

(Continued From First Page.)

Though the United States has no health representative, so Dr. Copeland, Health Officer of the city, would not permit the passengers to land, but allowed the steamer to go to her dock with the understanding that the crew would be kept on board. Mr. Quarles admitted to-day that fifty of the crew had taken French leave of the ship, and that twelve of the number had returned.

The Old North State, which was to have sailed for European ports at 2 o'clock was delayed by a walkout of cooks and waiters, the men destroying plates, dishes and food to the amount of \$1,500, and leaving the passengers without anything to eat, it was reported.

Officials of the line said the ship would sail despite the defection, and they had received any number of applicants for jobs.

Seamen and firemen have thrown out pickets lines from the pier up to 11th Avenue, and have stopped firemen from reaching the pier. The police have charged upon and dispersed them several times.

When the Sixoala sailed from Pier No. 9 there was not the slightest disturbance, although it had been said her departure or failure to sail would mark a crucial test in the strike situation. No walking delegate of any of the unions was in evidence and there were, so far as could be observed, no additional guards on the pier.

A conciliation conference will be held to-day in Washington in another effort to adjust the differences between ship owners and the seamen's unions. The invitation came last night from Secretary of Labor Davis through Dr. Fred G. Davis, a conciliator of the Department, after the private ship owners had rejected a suggestion that the dispute be referred to an arbitration commission of three, not Government officers. This suggestion was made by Secretary Hoover.

The Marine Engineers Union, which is the key to the strike situation, to-day sent business delegates down the bay to notify all their men in ship-plying board ships to quit, it was stated at the union headquarters.

Engineers on these vessels asserted they had not received official notice of a reduction. The orders sent to them instructed them to draw their fires twenty-four after giving notice of quitting.

At the offices of the Marine Engineers, No. 15 Whitehall Street and No. 25 Park Place, the men began arriving at 8 o'clock this morning, and all who were questioned replied they were still working on privately owned vessels and they had not been notified of any cut in their wages.

Nearly 200 idle ships of the Shipping Board are tied up at Pratt's and Hog Islands, and in Jamaica Bay. Engineer crews are still sticking to their jobs, claiming they have not received notice of a cut in wages.

It is said that not more than 3,000 men have quit ships in port and that not more than 15,000 in the other cities are out. A local leader of the engineers said that the strike of seagoing tug engineers, which was called off a month ago would be resumed.

It is believed that the American Ship Owners Association stands ready to co-operate with the Shipping Board, notwithstanding that it has been announced that they were ready for a fight to a finish.

Strikers Tie-up Several Ships Entering Boston Harbor.

BOSTON, May 3.—Several vessels entering port here to-day were tied up by the marine strike. The colliers Brand, Arlington and Coastwise, arriving from Norfolk, were deserted at once. The Standard Oil tanker Brilliant, which came up from Providence, also was abandoned by her crew. The Hog Island collier from New York, and the Lake Beacon for Norfolk. The latter called on substitute seamen, her own men having quit yesterday.

Two Steamers Tied Up at Portland.

PORTLAND, Maine, May 3.—Two steamers were tied up here to-day by the marine strike. The crew of the Severance, which brought a cargo of sulphur from Sabine, and of the collier Jonancy from Norfolk, refused to sign on for another trip at the reduced wages.

## SIX IRISHMEN KILLED IN 5-HOUR FIGHT WITH TROOPS

Crown Forces Battle With 150 Civilians and Suffer Only Small Loss.

LEMERICK, May 3.—In a five-hour battle last evening near Galbally between 150 civilians and Crown forces, six civilians were killed and fourteen others wounded. It was officially announced to-day. Two soldiers were wounded, one of them seriously.

DUBLIN, May 3.—A daring ambush of Crown forces occurred this morning in Whitehall, a mile outside the city.

Fifty armed men took up positions in the roadway and fired on a lorry load of soldiers, who engaged the attacking force in a fierce fight which lasted five minutes. The ambushing party then drove off in motor cars which appeared at a given signal. The extent of the casualties is not known here.

STRIKE SITUATION EASES UP-STATE

1,400 Men in Building Trades Go Back to Work in Albany—Printers Still Out.

ALBANY, May 3.—The strike situation in Albany and surrounding cities began to ease off a bit to-day with some of the employees signing new agreements with the unions. In the building trades a number of the smaller contractors have agreed, restoring approximately 1,400 workmen to work in Albany alone. It was also reported that a number of contractors in Troy and Schenectady had signed up, reducing the unemployment in those cities considerably.

In the printing industry all but three commercial shops are closed. At a meeting of the Typographical Association was adopted providing that each plant connected with